

OPERATIONS PLAN

SAR/DR TRAINING MISSION MELR-03-112

01 Aug – 30 Sep 2003

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Maryland Wing aircrews and aircrew trainees have an excellent opportunity to develop and conduct training scenarios utilizing the home bases of Maryland Wing aircraft during the 01 August – 30 September 2003 period. Maryland Wing pilots, observers, scanners, and trainees for these positions will have the two-month opportunity to practice skills and train for additional ES ratings. Please be advised that the specific requirements, limitations and procedures that follow must be complied with precisely.

SCOPE:

Beginning on Friday 01 August 2003 and continuing through Tuesday September 30, 2003, SAR/DR mission pilots, observers, scanners and trainees for those specialties may participate in one or more funded training flights originating from any Maryland Wing aircraft home base. Training must be conducted within pre-selected time limits and within specific search grid(s). Specific funds have been allocated to this training and as a result, expenses will be closely monitored and the issuing of mission sortie numbers will cease when these funds are fully spent.

Training should fall into one of the following categories with emphasis on enhancing visual search skills in anticipation of CAP's possible participation in the homeland security effort.

- CAPF 91 SAR/DR mission pilot check rides or practice in preparation for CAPF 91 check ride.
- Visual search
- Slow scan video equipment training and use
- Digital photography
- ELT search

GENERAL REQUIREMENTS:

1. A **sortie suffix to the mission number and FRO release must be obtained** from the Incident Commander Lt Col Redman **PRIOR to the flight**. The **sortie number AUTHORIZES the flight**, but it **DOES NOT RELEASE IT** (see below). Sortie numbers will not be provided retroactively and unauthorized flight will not be funded. Leaving a message on an answering machine requesting a number or advising of changes to a previous authorized flight **DOES NOT CONSTITUTE AUTHORIZATION** to conduct the flight!

2. This is a USAF authorized and reimbursed mission to be conducted in accordance with CAPR 60-3, CAPR 60-1 and applicable Maryland Wing supplements and directives.
3. Only Maryland Wing CAP corporate aircraft may be used.
4. A fully qualified mission pilot with current 101 card as a SAR/DR Mission Pilot must be on board the aircraft as a Mission PIC/Evaluator/Trainer to conduct the training. Mountain qualification is required for flights conducted in grids containing mountainous terrain.
5. All other aircraft occupants must hold a 101 card as a SAR/DR Mission Pilot, Observer, Scanner or a 101 General ES card and supporting 101T card for those aircrew positions.
6. **Prior to issuing a sortie number, eligibility of participants will be verified using the wing ES database as the standard. Members not appearing in this database are not eligible.**
7. Solo training flights will not be authorized, except to transport an aircraft to a local training area to pick up mission aircrew. Point-to-point cross-country flights for Transport Mission Pilots are not allowed. **THE PURPOSE OF THIS ACTIVITY IS TO DEVELOP AND PRACTICE SAR/DR SKILLS.**
8. Flight scheduling and flight release are to be done according to the established FRO procedures using local resources. Standard priority for use of aircraft remains in effect with ELT/Actual missions, Counter Drug flights or Cadet Orientation flights having priority.
9. If required, FAA flight plans must be filed IAW CAPR 60-1 and normal FRO flight plans must be filed IAW CAPR 60-1 and normal FRO procedures.
10. A CAPF 104 must be completed by the mission PIC for the training flight, but will not be used to dispatch the flights.
11. Every effort should be made to complete the sortie within estimated Hobbs time used for approval, as future sorties are being authorized based on this estimate and remaining funding.

PROCESS FOR REQUESTING A TRAINING SORTIE NUMBER:

The mission PIC must contact the Incident Commander at least 24 hour in advance of the training flight for a sortie number with e-mail being the preferred method of communication. **The Incident Commander and FRO for this training is:**

Lt Col Kevin Redman
Home: 301-247-9178
E-mail: Kevin.redman@gsfc.nasa.gov

The following information is required at the time of request.

1. Name, rank, CAP serial number and unit number of the PIC.

2. Telephone number and e-mail address where the mission PIC can be reached.
3. Name, rank, CAP serial number, unit number and ES qualification of the other aircraft occupants.
4. Tail number of aircraft to be used.
5. Date and estimated start (clock) time of the flight.
6. Estimated Hobbs time for the sortie.
7. Purpose for the flight (visual training, ELT training, CAPF 91 ride, etc.)
8. Airport of departure and return.
9. Requested grid number(s) where training will occur (different grid number might be assigned by the IC).

A mission sortie number will be returned by either e-mail or telephone and is required for approval of training. Sorties cannot be flown without this approved sortie number. If a sortie cannot be accomplished on the appointed day during the appointed time window due to weather, change in crew or any other reason, the sortie authorization is automatically cancelled pending re-approval by the Incident Commander.

SAFETY:

Safety is essential during each mission, and as such, the following guidance is issued. Pilots must fly the mission requested, as the IC will ensure time separation in each grid selected. The mission PIC is responsible for all facets of the flight including the preflight actions of checking the weather and NOTAMs, confirming crew qualifications, crew briefing and local flight release. Particular emphasis should be placed on assuring that any possible TFRs are understood immediately prior to the flight. Flying around nuclear power plants and prohibited areas is strongly discouraged, and if unavoidable, flight following is recommended to avoid a potential incident.

CAP channel 1 and the frequency of 121.5 are to be monitored at all times.

DOCUMENTATION:

At the conclusion of the flight, the mission PIC must immediately call the Incident Commander for a debrief with the sortie number, Hobbs time flown and cost of fuel used.

The CAPF 104 and CAPF 108 with receipts are to be mailed directly to:

**HQ MARYLAND WING CAP/DO
PO BOX 18341
BALTIMORE MD 21240-8341**

The actual Hobbs time used on the sortie and reported to the Incident Commander must match the Hobbs time appearing on the aircraft flight log.

PILOTS WHO FAIL TO SUBMIT FLIGHT DOCUMENTATION WILL NOT BE ELIGIBLE FOR SUBSEQUENT FUNDED FLYING UNTIL THE DOCUMENTATION IS RECEIVED.